



The Canal Zone Philatelist



Vol. 37, No. 3

Third Quarter, 2001

Whole No. 140

President's Report

Jim Crumpacker

P.O. Box 1836

Las Vegas, NV 89125

The compact disk which you are receiving with this issue of the *Canal Zone Philatelist* represents the first foray by CZSG into the electronic publishing medium. The award-winning opus "The Panama Canal Story" as graciously contributed by Ray Ireson is presented to the members as the end result of technical expertise and hard work by Alan P. Bentz and others.

For those many comrades, and I am one, who do not own a personal computer, public libraries and schools at all levels have the necessary computers available and personnel to assist for your viewing pleasure.

(continued on page 29)

Coming: (soon):

2001 CZSG Mail Sale

The 2001 CZSG Mail Sale catalog is in final preparation and will be in the mail by the end of October. The over 1100 lots include Scott 1, 2, 3, 15, 23h, 32a, 32c, 33a, 38a, 39d, 47, 56a, 60b, 61a, mint and used Postal Stationery such as U2c, 1919 Christmas Card on UX4, UF1, Postal History and much more. There is something in this mail sale for everyone. If there are any questions regarding participation in the Mail Sale or a lot, contact David Leeds at P.O. Box 491472, Los Angeles CA 90049.

Phone or FAX: (310) 472-0282.

DavidLeeds@compuserve.com

FOURTH SERIES (CZ 16 - 17b)

Wrong Font in A of PANAMA

by: Howard Ballou

With my recent interest in the Fourth Series, I have found quite a bit of room for study as there are an intriguing number of constant and some 'not so constant' varieties that have not been documented as yet. I have never associated the Fourth Series with **Wrong Fonts**, but, believe it or not, there is a "wrong Font" in the A's of the PANAMA overprint on two positions per sheet (ie. upper and lower halves). What makes this interesting is that along with other research I am doing, the question as to what was rearranged between printings is becoming a bit clearer. The wrong font letters help to demonstrate that the PANAMAs were taken apart between the First Printing (16/17) and the Second Printing (16a/17a) and the Third Printing (16b/17b). With each printing the wrong font A's are found in different sheet positions. The top and bottom overprint bars were also rearranged between the first and second printings but left 'as is' or placed back in the exact same position between the second and third printings. Breaks in the bars have been found for every row, with the positions verified through extensive research. This study will be published soon.

The table below lists the positions where the wrong font A's can be found in each printing.

CZ fourth series Printing	Sheet Position	Location of <u>wrong font</u> A
First Printing (CZ 16/17)	Pos. 27/77	left PANAMA, A3
Second Printing* (CZ 16a/17a)	Pos. 32/82	left PANAMA, A1
Third Printing (CZ 16b/17b)	Pos. 24/74	right PANAMA, A1

* Also seen in first and second sub-printings

(continued on page 31)

DID YOU KNOW

The Canal Zone Study Groups Mail Sale started in 1972. It has developed into a most significant event each year. The mail sale offers our members a major source of excellent philatelic material and gives us an outlet to sell better items. Good luck in this year's mail sale!

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**The Canal Zone
Philatelist
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Display advertising accepted from CZSG members only at the following rates per insertion:

One column, two inches	\$10.00
One column, five inches	20.00
Two columns, five inches	35.00

No larger advertisements are accepted. Remittance must accompany copy. Deadline for ads, first day of Mar., June, Sept., Dec. Copy should be sent to the Editor.

Back issues of the journal, handbooks, and other publications can be ordered from Richard F. Murphy, 501 Rosebud Lane, Greer, SC 29650.

Articles and information for publication should be sent to the Editor. Glossy photographs are desirable for figures of stamps or covers; however, enlarged high quality photocopies are sometimes acceptable. Illustrations must show clearly against black backgrounds. If you need help, write, phone, or FAX the Editor. The author must advise the Editor if the article has been published or is being considered for publication elsewhere.

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Canal Zone Study Group

Winners:

Okpex 2001, May 4-6, Oklahoma city, OK. Grand Award and Gold to **Gary Weiss**, "Canal Zone Postage Dues". **National Topical Stamp Show 2001**, June 22-24, Mesa, AZ. Gold to **Mary Ann Aspinwall Owens**, "The Aspinwall Connection". **BALPEX 2001**, Aug. 31-Sep 2, Baltimore, MD. Silver and AAMS Silver to **Armand Cote**, "FAM 5 Inaugural Flight Covers and Cancellations". **APS STAMPSHOW 2001**, Aug. 23-26, Rosemont, IL. Prix d' Honneur to **Gary Weiss**, "Canal Zone Postage Dues", Congratulations to all.

(more Winners, see page 27)

CZSG Officer Nominations

CZSG is pleased to announce the appointment of a Nominating Committee and its selection of candidates for Officers and Directors to serve for the period Jan. 1, 2002 - Dec. 31, 2003. The candidates are the same volunteers who serve as current officers:

President:

James Crumpacker

Vice President:

Richard Salz

Treasurer:

Richard Larkin

Directors at Large:

Richard Bates

Alan Bentz

Gary Weiss

CZSG Nominating Committee:

David J. Leeds (Chair)

George Campbell

Irwin Gibbs

Winner: Paul Ammons

Paul Ammons has expanded from, 8 to 10 frames, his exhibit "Canal Zone Second Air Mail Series" and has recently won at **Minnesota Stamp Expo 2001**, a Gold Medal and the APS 1900-1940 Research Medal. And at **BALPEX 2001**, a Gold Medal, the American Airmail Mail Society Gold Medal (AAMS annual convention at show) and the Rimma Sklarevski Award for Best Stamp Exhibit. Congratulations Paul.

The Alfred R. Bew Service Award

The Canal Zone Study Group has chosen Robert J. Karrer, Jr. to be the ninth individual to receive the Alfred R. Bew Service Award.

This award, established in 1990 by the Canal Zone Study Group Board of Directors, honors those persons who have been of outstanding merit to the CZSG membership over the long term. The award itself is in memory of Al Bew, our Secretary from 1967 until his resignation in 1986; he died in 1988. The previous recipients were James T. DeVoss, Gilbert N. Plass, and Richard H. Salz (1990); Lawson P. Entwistle (1992); George W. Stilwell (1993), and Richard Bates, Richard Larkin, and John Smith (1997). CZP:97, 1990, describes information on the background of the award.

Robert J. Karrer has been awarded the Canal Zone Study Group Service medal for his service in the areas of philatelic writing, membership promotions, and behind the scenes support. Bob began collecting Canal Zone stamps in 1969 when the late Gene Hamlin first sold him some "old" Canal Zone stamps. By 1971 Bob had assembled a collection and displayed it at SPRINGPEX, winning the Best of Show. In 1980 he exhibited the first day covers of the 25th Anniversary of the Canal Zone and won a silver medal. He continued to collect during his three tours of duty with the United States Army in the then Canal Zone. It was there, that he founded the Isthmian Collectors Club.

His main areas of Canal Zone collecting are postal history, deltiology (a fancy word for collecting postcards), and memorabilia of all kinds. Karrer



Robert Karrer (rt) receiving the CZSG Alfred R. Bew Service Award from Richard Bates.

also has one of the outstanding collections of Charleston, South Carolina, postal history and has won national awards for his exhibits in that arena.

Karrer has contributed a great deal of time and energy to the Canal Zone Study Group through his publications, and promoting membership in the CZSG (with many current members referred by him). He has always helped individuals researching their areas of interest and critiquing their exhibits (Paul Kravitz, Paul Ammons, Alan Bentz, Dave Smith, and Bradley Wilde). He has also assisted in the CZSG mail sales run by Richard Bates, George Stillwell, Jerry Craig and Brad Wilde.

Bob has written a number of articles on Canal Zone collecting that have been published in the *Canal Zone Philatelist*, *The American Phila-*

telic Society Journal, *Linn's Stamp News*, *Postcard Collector*, *Barr's Postcard News*, and *The Naval Institute*. The Canal Zone Study Group has also published three of his pamphlets: *U. S. Navy Slogans in the Canal Zone and Panama Area 1908 - 1941*, *The U.S. Frigate Constitution - Cachets and Cancellations of the 1932 and 1934 Transits of the Panama Canal* and *Canal Zone Post Office Openings and Closings 1927 - 1939*. He is also nearly ready to publish pamphlets on Canal Zone first day covers, a revised edition of the Naval Slogans pamphlet, and several volumes on Canal Zone and Panama postcard publishers. He is also the winner of the prestigious Apfelbaum award for philatelic writing awarded by the American Philatelic Society.

(contributed by **Bradley G. Wilde**)

Long-time Publication Committee Member Resigns

Larson P. Entwistle of Tucson, Arizona, has come to the conclusion that it is time for him to resign as a member of the CZSG Publications Committee. This group gives overviews, comments, corrections, editing, and the "final" O.K. for the various CZSG

publications.

His expertise and counsel on these matters will be greatly missed, and should there be someone "out there" that might wish to be a member of the Publication Committee, we would be most pleased to hear from you.

In conclusion, the entire membership of the CZSG wishes to thank Lawson for his many years of service to the Publication Committee. I have

delved into the entire run of the *Canal Zone Philatelist*, but cannot find the year that Lawson first offered his services, but it has to be for at least the past twenty years. Thanks Lawson, for your invaluable service over these decades; and please continue with additions to your Post Markings handbook.

R.H. Salz

The Panama Canal Story

By Raymond W. Ireson

Enclosed with this *Philatelist* is a CD of Ray Ireson's *The Panama Canal Story*. Although a CD publication is not the same as holding a book in hand, it does have the advantage that it can be put in a high-resolution mode to show details of stamps, documents, cancels, etc. and can be printed out on your color printer. This level of detail could otherwise only be seen with a fine magnifying glass and the original material.

As mentioned in the last *CZP*, this is the CZSC's first venture into CD publications. Not all material is especially suited to this medium, but certain material lends itself nicely to it. We would appreciate feedback from

the readers on how it might be improved in future publications.

To use the CD, refer to the label of the disk, which lists the simple directions on how to proceed after inserting the CD into the computer drive. For PC compatible computers, click on **Start, Run**, and it may default to **D:start.htm**. Otherwise type in **D:start.htm** – assuming that the **D** drive is the CD drive.

For Macintosh users, follow the usual procedures for loading CDs and you should have no problem. If you run across specific problems in unusual systems, you may send an inquiry to: a.bentz@att.net for help.

Once opened, the title page has across the top: **Index, High Res Image**, and **Next** (with **Index**, and **Next**

at the bottom). This permits you to go directly to the index, or the next page (the Preface) with a click. Other pages have the **Prev** on the left and allow you to view the preceding page. **High Res Image** is at the top center of all the text pages and allows viewing of an enlarged page image where you can move to any desired area with the arrow keys. There are two pages of Index. Clicking on any of the items there takes you directly to the desired page, and you can move forward or back from any of them, as well as return to the Index.

It is our fervent hope that you enjoy this disk with its wealth of historical information and rare philatelic material.

Alan P. Bentz

Auctions

by Jim Crumacker

The offerings at public auctions of Canal Zone stamps for the second quarter, April 1-June 30 were average for the season, in other words indifferent to poor.

Here are more than a dozen of this Spring's results. The first price shown is hammer plus commission, followed by the 2001 Scott's Specialized catalog value in parenthesis.

10a, inverted overprint, OG, II, XF \$165 (\$225) Weiss
15, TG, H, barely F \$1540 (\$2750) Rumsey
24c, double overprint, OG, H, F \$231 (\$450) Rumsey
39e, used, inverted center and overprint reading down, VF \$385 (\$750)

Cherrystone
48, OG, H, VF margin copy \$209 (\$550) Weiss
54, OG, NH, F-VF \$110 (\$200) Rumsey
56a, CANAL ZONE double, OG, H, F margin copy \$413 (\$600) Shreves
57, OG, H, F \$209 (\$325) Weiss
73a, cpl. bklt. pane tied to rev. of U6 entire w/pair of #73 added to front, Reg. Bal. Hts. 1/12/26 to Ancon, open 3 sides, F, \$880 (\$n/a) Harbour
81, OG, II, VF+ \$275 (\$225) Harbour
J16 pl. bl. of 6 #15629-B, OG, IIR, VF\$253 (\$225) Harbour
J20c, CANAL ZONE double, OG, NII, barely F \$330 (\$450) Shreves
08, OG, II, CTO as always, F, \$297 (\$625) Rumsey
U15 (UPSS 39) mint entire, VF \$110 (\$250) Rumsey
UX6, mint entire, VF+ \$638 (\$725) Rumsey
The names and mailing addresses of these few auction firms are shown

below. Please remember to credit *CZP* as your source when asking for a catalog from any of them.

Cherrystone Auctions, Inc.
119 W. 57th St.
New York, NY 10019

Harbour Auctions
a division of Matthew Bennett, Inc.
601 Washington Ave.
Baltimore, MD 21204

Schuyler Rumsey Philatelic Auctions, Inc.
1255 Post St., Suite 1100
San Francisco, CA 94109

Shreves Philatelic Galleries, Inc.
14121 Midway Rd., Suite 1250
Dallas, TX 75001-9829

Weiss Philatelics
PO Box 5358
Bethlehem, PA 18015

President's Report

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Our list of Sustaining and Contributing members appears as usual in this third quarter issue. A big nod of thanks to the large percentage of our compatriots who are able and willing to make that additional monetary gift to the cause of Canal Zone philately.

Having recently returned from London and various nations of sub-Saharan Africa, I can assure you that if there are any stamps dealers in Botswana, Zimbabwe, or Kenya they were not found by me. Since my collection consists solely of Canal Zone, no great amount of search time was

put into the quixotic quest for the rumored cache of Canal Zone to Nairobi covers with Scott #3 on them. If any member cares to make up a short list of the names and addresses of stamp dealers in obscure parts of the world, we would be happy to print it in the *CZP*: many CZSG people and family are of an age and inclination to be able to travel frequently.

The United States Postal Service has dropped its co-sponsorship of the big Washington, D.C. international stamp show scheduled for 2006 due to budgetary considerations. This does not necessarily kill the event and 2006 is a long way off, but it does exemplify the stagnation which seems

to pervade our hobby.

The body count of associates in nearly all philatelic organizations continues to decline. On the other hand, the American Numismatic Association is overjoyed with the new or renewed interest in numismatics and engendered by the 'Fifty State Quarters' program. Philately needs a similar boost.

On behalf of all members, my gratitude to David Leeds and his group of co-workers who are helping make the 2001 CZSG Mail Sale such a success. The huge variety, detailed descriptions, and sheer number of lots in this year's sale made for a lot of extra effort.

S.S. BREMEN AND THE CANAL ZONE CONNECTION

By Alan P. Bentz

1939 Transit

In July 1924, the famous British warship HMS *Hood* was the largest vessel to transit the Panama Canal during the first 10 years of operation. It displaced 44,800 tons. On 15 February 1939, this transit was overshadowed by the pride of the German merchant fleet, the S.S. *Bremen* at 51,731 tons displacement. A covered from this transit is shown in Fig. 1., together with picture post cards showing the canal transit in Fig. 2. This record stood for almost three and a half decades for a passenger vessel, until the QE II transited on 29 March 1972. QE II was 26.2' longer and 3.1' wider.

The *Bremen* was launched in 1928, and had accommodations for about 2000 passengers plus a crew of 960. On her first Atlantic crossing the following year, the *Bremen* took the coveted Blue Riband for the fastest transatlantic crossing.

The 1939 Panama Canal transit of the *Bremen* was part of a winter cruise from New York. On her return voyage, from the Panama Canal in 1939 she was detained briefly in New York, but was permitted to sail on 30 August 1939. Germany invaded Poland two days later, and on 3 September Great Britain and France declared war on Germany. She successfully avoided the patrolling Royal Naval units, and arrived in Murmansk on 6 September. She departed on 10 December for Bremerhaven (arriving on 12 December), where she was to be outfitted as a troop transport for the invasion of Britain. This didn't materialize, so she was used as an accommodation vessel. On 16 March 1941 a fire broke out, completely destroying this once-proud ship, and she was broken up for scrap.

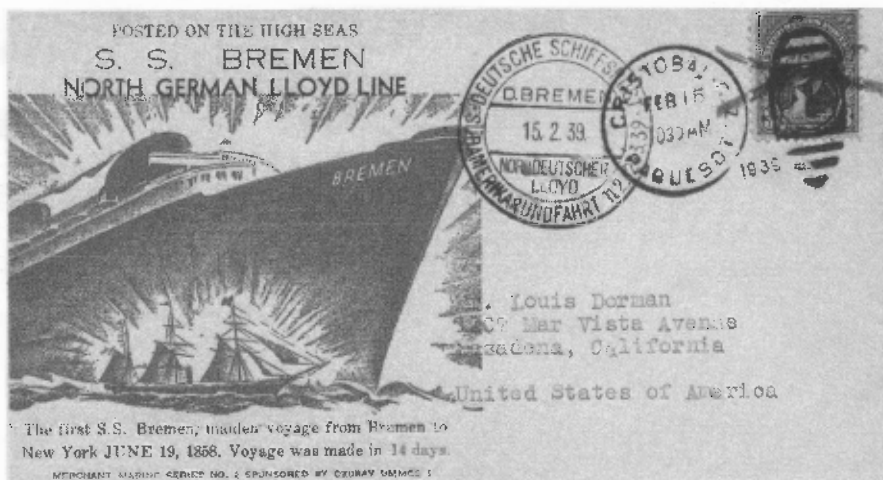


Fig. 1. S.S. *Bremen* February 1939 Panama Canal transit cover.



Fig. 2. Various views of the S.S. *Bremen* in her 1939 transit (2)

Catapult Flight from Canal Zone

Canal Zone dispatches on German North Atlantic catapult flights are scarce. Until recently, only two were known. They have been described in the *Canal Zone Philatelist* and *The Airpost Journal*. A third recently sur-

facted, show in (Fig. 3.,) and was purchased by Werner Helms, to whom we are indebted for the image and the accompanying information. The cover was from the HAPAG LLOYD Panama Canal Agency in Cristobal.

(continued on next page)



Fig. 3. *Bremen* catapult cover that originated in the Canal Zone

It was mailed 1 July 1932 in Cristobal and went via New York, Southampton, Berlin and on to Koenigsberg, Germany arriving on 14 July.

It was a double-weight letter (between 1/2 and 1 ounce). The postage consisted of: International letter - 5 cents; airmail to NY - 20 cents; catapult flight surcharge - 15 cents/1/2 oz x 2 = 30 cents = 55 cents, total.

The cover was dispatched from Cristobal CZ on Friday 1 July 1932 at 4 PM. It flew from the Canal Zone by airmail via Miami to New York. It was transferred to the SS *Bremen* in New York on 7 July 1932. The *Bremen* departed on 9 July. The flight cachet was applied at the onboard post office.

A Heinkel 58 float plane was launched from the *Bremen* on 13 July at 9 AM, flown by Gruetering and Zimmermann, and landed at Southampton at 3:05 PM. The flight distance was 978 Km (607 mi).

This flight, listed in AAMS Catalogue as Flight 92, had a special cachet (Fig. 4.), showing the 13 July catapult launch date.

The letter was transferred in London to the German Lufthansa night flight to Berlin, arriving 14 July at 7 AM. It then proceeded by airmail from Berlin to Koenigsberg, East

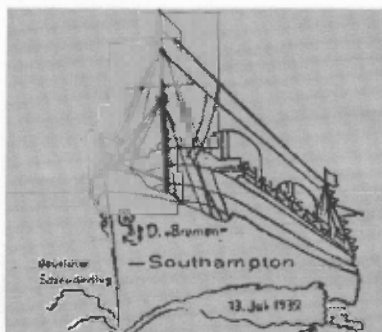


Fig. 4. Catapult cachet

Prussia, arriving at 5-6 PM. The cover received the catapult cachet, directional flight cachet, Berlin "carried by airmail" cachet, and the Koenigsberg "carried by airmail" cachet.

Catapult flights are another chapter of aerophilately, and some background for such flights from the *Bremen* is in order. In addition to making the fastest transatlantic crossing in 1929, the *Bremen* and her sister ship *Europa* provided even faster mail service by launching a plane by catapult (Fig. 5.). This launch while still 600-700 miles from their

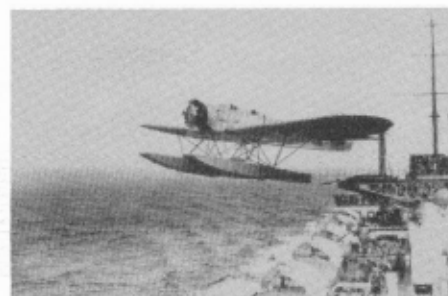


Fig. 5. Junkers float plane used for catapult mail

destination, was in order to have the mail precede the ship by about 45 hours in the west-east direction; and about 35 hours in the east-west direction.

The first plane used on 22 July 1929 was a Heinkel He 12. It was later replaced by the larger Heinkel He 58. In 1935 the Junkers JU 46 came into use. The average number of flights per year was 17; no flights were conducted during the winter season. The flights ended in 1936 when the airship *HINDENBURG* began regular transatlantic flights.

Bibliography

1. Kohl, Roland E., "Catapult Flights" in *American Air Mail Catalogue*, Vol. 4.
2. Leeds, D. J. and Graue, J.W., "North Atlantic Catapult Airmail From The Canal Zone", *CZP* 129:29, 1998
3. Shaw, James L., *Ships of the Panama Canal*, Naval Institute Press, 1985.
4. Post Card by Clive F. Fennessy, with thanks to George Chevalier.

4th Series Wrong Font A

continued from page 25

Irregular inking of the fourth series resulted in over and under inking. I need only mention that while positioning this variety, there are instances when its' presence can not be absolutely confirmed. This is particularly true when over-inked, as the top of the A is blotchy. The hand sketches shown in Fig. 1. are of the normal A's found throughout the Fourth Series and the Wrong Font, flat top A in question. In the normal A's, the top of the letter is always slanted to the left. Figure 2. shows a sample (each position) of the wrong font A from each printing.

Should any exceptions to this observation surface, I would like the opportunity to study them, please inform the Editor.

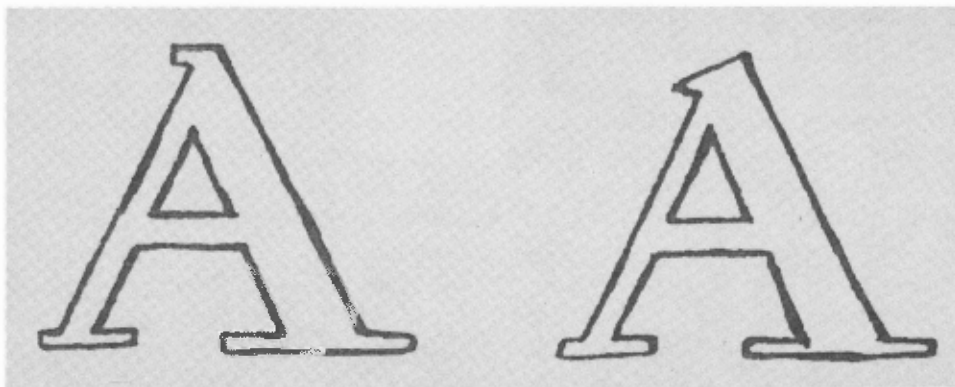


Fig. 1 Flat Top A

Normal Font A



Fig. 2. pos. 27
Lt. PANAMA, A3

17a, pos. 82
Lt. PANAMA, A1

16b, pos. 24
Rt. PANAMA, A1

APS STAMPSHOW 2001 Meeting

This year's four-day APS show in Rosemont, Illinois turned out to be a huge success. Everyone found plenty of good Canal Zone items. Of course those who were there on opening day were luckiest. A Miraflores postmark was found on PPC for \$20, several new unknown First Day Cachets, and many other nice items found their way into CZSG members' hands.

The CZSG meeting was held Saturday August 25 at 4 p.m. It turned out to be a very well attended meeting with 19 members and 3 guests, one of whom joined our study group. The meeting started with introductions from the attendees. Then Dick Bates gave a very interesting talk on "Forgeries of the Canal Zone". He illustrated many examples on the overhead projector, emphasizing fakes of the flat and sharp A overprints on U.S. stamps. He also illustrated fakes on air post stamps, and official and air officials, prompting a discussion about how unusual and widespread fakes of the air officials are. This was a presentation all CZSG members should have seen. Dick is willing to present it at future meetings illustrating the material he is currently working with in developing the series on fakes in the CZP and eventu-



Lt to rt: Dick Bates, John Smith,
Bob Karrer, Gary Weiss, and David Leeds.

ally the CZSG handbook on the same topic.

Next, Dick Bates announced the new winner of the Alfred R. Bew CZSG Service Award. It went to Robert Karrer for his active support of and tremendous enthusiasm for Canal Zone philately for over 30 years.

The accompanying picture shows your officers and Board members present giving Robert Karrer the Al Bew CZSG service award.

Bob was truly affected emotionally by this honor. When the award was given to him, he could not talk after the announcement and had to sit down. Those who know Bob recognize how truly exceptional this occur-

rence is, though he recovered sufficiently in a few minutes to proceed with his presentation on future projects and a report on the Panama Canal Museum in Florida. There will be information on the Museum in future issues of the CZP, and there was talk of recommending that the CZSG meet at a future show in Florida near the Museum, probably in Sarasota.

The meeting concluded with the attendees talking about CZ license plates, discussing the identification of postal stationery, and a general show and tell. After the meeting, many of the members went to dinner to top off a perfect stamp-collecting weekend.

John Smith

Review of Two Videos by David L. Farnsworth

Panama Canal: The Eighth Wonder of the World, written and directed by Eugenie Vink and narrated by Dennis Quaid, produced by Roundabout Productions in association with Devillier Donegan Enterprises for Discovery Channel, 1998, two-hours.

The Rise and Fall of Manuel Noriega, written, directed, and produced by Don Jordan, narrated by Peter Graves, A&E Network, 1998, shown in November 1998 in A&E's Biography series with Jack Perkins, one-hour broadcast time including advertisements, available for purchase as a 50 minute VHS tape with A&E code AAE-17285 for \$19.95 plus shipping and handling at 1-800-344-6336, 1-800-423-1212, or the Web site www.Biography.com.

Panama Canal is a chronological account from the Spanish invasion of Panama to completion of the canal. The story is told in the context of world events. The dialogue at the beginning is puffed up with phrases such as "glorious, foolhardy, and epic all at once" describing the building of the canal. However, the language settles down after the introduction. Among the talking heads are Professor R.M. Koster of Florida State University of Panama and Patrick Droulers who is de Lesseps' great-grandson. Some of the comments are insightful, especially Koster's.

The negative features of *Panama Canal* are numerous. The story is related in a simplistic way with videos that do not flow smoothly in some cases. Also, some video clips are used more than once. Especially in the first

half of the tape, there are dramatizations that are jarring because of their overt attempts to emphasize a point. A nurse in a dramatization of a French hospital wears 1990s makeup.

The first word in *The Rise and Fall of Manuel Noriega* is "corrupt" which is used to describe General Noriega. In his third sentence of the introduction, Jack Perkins gives a little mocking laugh as he describes Noriega's autobiography *America's Prisoner*. So we know right away the tone of the program. General Noriega's life from birth to becoming a convicted prisoner of war in Florida is shown. Many interesting video clips that are less familiar are used. Perhaps the best part of the tape is a portion of a prison interview of Noriega in his general's uniform.

From *El Faro de AOP*

- 15 June 2001

Dredge *Cascadas*

Says Good-bye

by Ariyuri Him de Mantovani

(Note: *Cascadas* is pictured on Scott CZ #163, the 13¢ stamp issued February 23, 1976.)

After more than 85 years belonging to the canal the Dredge *Cascadas* said good-bye to its home, the Dredging Division in order to point its way to the Pacific, where it expects a new destiny as a working barge.

Constructed by Bucyrus, at Port Richmond, New York, the *Cascadas* arrived at Cristobal October 21, 1915. From there it was outfitted in little more than seven days. After preliminary trials *Cascadas* entered into service October 31st the same year to start its work of maintenance, widening and deepening the course of the canal, an unending task in the waterway.

Its benefits were unique. With only four months of service, the *Cascadas* established a record of dredged material.

One of the most important projects of the *Cascadas* was the first widening of Culebra Cut from 300 to 500 feet, a project that extended for more than 15 years, and that as a result augmented capacity and navigation safety. It worked in all of the realignments that occurred in Culebra Cut, including that of October 1986, and its potent scoop recovered thousands of tons of rock and soil that slid into the course of the canal. It was also pressed into service in deepening Culebra Cut, in widening de Lesseps Island, and the Paraiso Base, among others. With the acquisition of *Rialto M. Cristensen* in 1977 the *Cascadas* was put in the reserve fleet.

This faithful dredge, with thanks to good maintenance always responded to exigencies imposed upon it, now faces a new destiny far from the canal. Nevertheless, we believe that very little canal floating equipment will be able to surpass this impressive work record.

(Translated by David J. Leeds.)

THE POSTAL STATIONERY OF THE CANAL ZONE 2001 CHECKLIST

Enclosed with this *Philatelist* is a checklist of Canal Zone Postal Stationery, which has been edited by Irwin J. Gibbs. The checklist is an update of the 1985 United Postal Stationery Society catalog of *The Postal Stationery of the Canal Zone*. The update includes more than 500 changes, corrections, additions and explanations to the 1985 edition.

Since a project of this magnitude is still a work-in-progress, we request you carefully look at your collection for any additional corrections or additions. Please forward your input to the Editor as soon as possible, since we expect to have the revised catalog published early next year.

Coming CZGS Handbook:

The second edition of Robert Karrer's CZSG handbook on U.S. Navy Postmarks in Isthmian waters is being finalized and should be included with the next CZP. The handbook, of over 100 pages, contains information on ships that canceled their mail while in the Panama Canal area with special postmarks indicating their presence. Although this practice pretty much ended with the advent of WW II, the collecting of naval postmarks is a growing sub-group in the greater world of Canal Zone philately.

This revision was completed with the help of not only all the dealers who find the stuff for us to collect, but also all the various collectors who have made their collections available to Bob for study: John Beall, Alan Bentz, Julius Grigore, David Leeds, George Platner, Betty Stergion, George Stilwell, Bill Uhls and Gary Weiss.

Disaster Mail

The Canal Zone has had its share of airplane crashes (1928, 1937), ship wrecks (1908) with consequent loss of mail. The delay caused by these disasters gives rise to the term "Interrupted Mail".

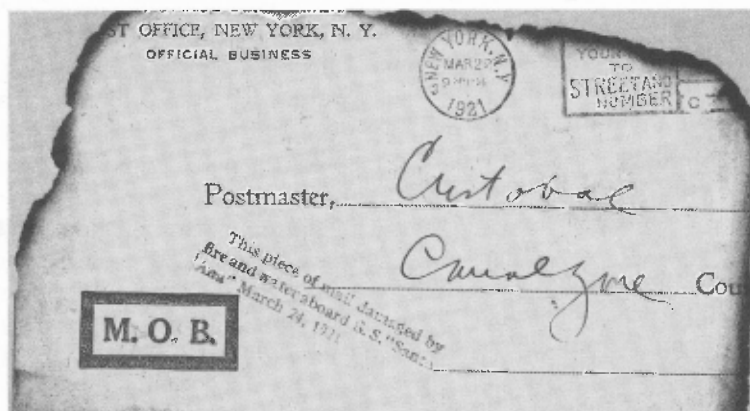
A little reported fire occurred in the mail room of the S.S. *Santa Ana* on March 23, 1921. The ship had sailed from New York for Valparaiso, Chile. The fire was extinguished when water was pumped into the mailroom. There was no other damage to the ship. There was considerable damage to the mail. Forty-two sacks were

burned, three scorched, and 87 wet while extinguishing the fire.

Damaged mail received a 3-line cachet "This piece of mail damaged by fire and water aboard S.S. "Santa Ana" March 24, 1921. The *Santa Ana* arrived in Colon March 30, 1908.

The burned item shown is official mail containing Money Order Business (M.O.B.) usually the advises authorizing the payment of money orders. This one, from the New York Postmaster to the Cristobal Postmaster is dated March 22, 1921. The covers are quite scarce.

David J. Leeds



S.S. *Santa Ana* Burned Mail from fire at Sea, March 24, 1921.

Fake Overprints on Canal Zone Stamps

By Richard D. Bates, Jr.

Air Post and Official Stamps

My belief was that Canal Zone stamps from the back of the book, meaning that the Scott Catalogue number begins with a letter rather than just being a number, are found with fake overprints less commonly than the overprinted regular issues. A possible exception being the CZ postage dues which are found with a variety of fake overprints. However, when I gave a presentation recently, that included a discussion of fake overprints on Air Post and Official stamps, helpful comments by Gary Weiss informed me that Air Post Official stamps with fake overprints may exist in more varieties than I originally thought. As a result, I have delayed reporting on Air Post Officials until I can make the article more comprehensive, and this report focuses on CZ Air Post and Official stamps.

Air Post Stamps

Air Mail stamps of the Canal Zone with fake overprints are not commonly encountered. In fact, the only examples that I know of were sent to me some years ago by the late Paul Kravitz. These are the subjects used as the basis of this article.

Only five of the Air Post listings were created by applying an overprint, in each case to a regular issue Canal Zone stamp. Scott number 105 was surcharged to create the first two listings, C1 and C2, each with the new value of 15 cents. Scott number 106 was surcharged to create C3 and C5, and Scott number 114 was used to create C4.

The first example illustrated at the right in Fig. 1. appears to be a C3, and is shown with a genuine copy at the left of the figure. Close examination shows the following differences in the characteristics of the overprint:

- 1) The overprint creating C1, C2, and C3 is in dark blue. The fakes illustrated in the figures below both have the overprint in black.



Fig. 1. Fake copy of Canal Zone Scott C3 at right, with a genuine C3 at left.

- 2) The ink in the genuine overprint appears most heavy at the edges of the letter, as if it squished out; on the fake, the inking is more or less even.
- 3) The letters and numbers on the genuine stamp have sharp, clearly defined edges; the fake is irregular in many places.
- 4) The fake overprint is at a slight angle sloping downward to the right; the overprint on the genuine example is horizontal.
- 5) The spacing between the bottom of AIR MAIL and the top of CENTS is 16.6 mm on the genuine stamp; it is 16.2 mm on the fake. Spacings on the different printings of this Air Post stamp are discussed by Paul F. Ammons in CZP, 119, 21 1996.
- 6) The length of AIR MAIL is 14.5 mm on the genuine stamp; it is 14.9 mm on the fake, which is not known on any of the genuine printings.
- 7) Prominent serifs are evident on the tips and corners of the numbers 2 and 5 and several of the letters in CENTS. For example, see the top left of the letter T and the bottom left of the S in Fig. 2a.; serifs are not present on the fake in Fig. 2b.

The general appearance of the fake C3, like that of the genuine stamps, is like that of the first illustration in the Scott Catalogue following the "Air Post Stamps" header. This illustration has been the same in Scott's as far back as my copies of the Specialized go, the earliest being 1959. But



Fig. 2a. Expanded view of genuine C3.



Fig. 2b. Expanded view of fake C3.

that illustration is deceptive with regard to C1 and C2. The reason is that, although Scott does illustrate the differences in the numeral 5 that distinguishes C1 and C2, it does not indicate that the letters on C1 and C2 are in a different font from that shown in the illustration, and thus from the overprint of C3. *Canal Zone Stamps* indicates on page 212 that the surcharge that produced C3 is in "Copper Plate Gothic type, a completely different font than that used for Scott Nos. C1 and C2." The surcharge on C1 is "in a mixture of Antique and Cheltenham Bold type" and on C2, it

(continued on next page)

is "in a mixture of Antique and Caslon Bold type." The fake illustrated in Fig. 3. uses incorrectly letters of the type found on C3 (and implied in the illustration in the Scott Catalogue), but with the value changed to 15 cents to match C1 or C2.

It is clearly advantageous to make a fake C2, as either used or unused the value is much greater than C1. In this case, the fake appears to be attempting to pose as a C2, and is on the yellow green shade of Scott No. 105, which was used for C2, rather than the green shade observed for C1. The shape of the 5, as shown in the fake in Fig. 4b., however, is somewhat between C1 and C2. The "flag" of the 5, on a C1 is a horizontal stroke with a serif at right rising above the rest of the flag. On this fake, it is like a C1 because it shows a bump there, though it differs from that found on a genuine C1 because it is more rounded like that of a C2, which has a curved stroke with no serif on the right.

Neither of these fakes should fool a collector who looks for them. The black color of the surcharge, rather than the dark blue required, is sufficient to show the stamp does not have a genuine overprint.

Official Stamps

Official stamps were created during the period from 1941-48 when the Panama Canal Press at Mt. Hope applied overprints to the then current ordinaries. *Canal Zone Stamps* on page 254 states that the black overprint on O1-2 and O4-7 is in three lines with PANAMA 10 mm long and OFFICIAL 11 mm long. The letters in each of the words are 1.6 mm high. An example of a genuine O4 is shown in Fig. 5.

Also shown in the same figure is a fake of the 10 cent value. It is evident to the naked eye, particularly when the two are side-by-side, that the letters in the forged overprint are too large. They are too tall, measuring 1.9 mm, and the words are too long, with PANAMA stretched out to 10.2 mm, and OFFICIAL being 11.3 mm. This example is postally used; most used copies of the official stamps are canceled by the CZPS for sale by



Fig. 3. Copies of genuine C1 at left, and C2 at right, with a copy with fake overprint in the center.



Fig. 4a. Canal Zone C1.



Fig. 4b. Canal Zone Fake.

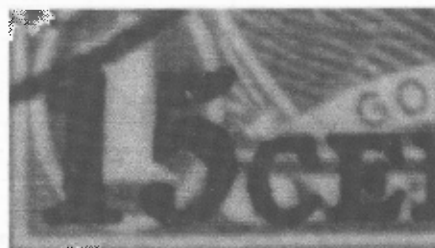


Fig. 4c. Canal Zone C2.



Fig. 5. Copies of genuine O4 at left, and a copy of Scott 110 with a fake Official overprint at center, and Scott 107 with fake OP (rt).

using a special Balboa Heights roller cancel. When the stamps are postally used with an identifiable marking, it is unusual to find one that is machine canceled.

The other fake Official stamp is shown in Fig. 5. It is meant to be an O3. The overprint applied to Scott 107 to produce O3 is in the same format used for the Air Official stamps,

with OFFICIAL on one line, and PANAMA CANAL on the next. It appears this fake was made the same way as the other in Fig. 5, as the letter height is the same 1.9 mm, and the PANAMA is also 10.2 mm.

Each of these forged overprints is relatively easy to spot given that it is readily apparent that the letters are too large.

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